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This volume of more than 200 pages contains the catalogue of works upon public finance, and upon commerce and transportation in the Congressional Library of Cuba. The list is a selected one, and in the interest of greater usefulness contains many titles to important periodical articles as well as to books. The 770 titles upon public finance deal with principles, history, and administrative organization, including works on all forms of taxation, public credit, public domain, and on municipal and provincial finance. There is no attempt to include works on coinage. The 724 titles on commerce and transportation emphasize tariff questions and maritime as well as land transportation. There are numerous references to the Panama canal and the Nicaragua project, but questions of diplomacy are omitted. From this section there are also omitted titles on commerce and maritime law, and on ship-building and engineering. Students in this country are likely to find especially useful the references to Cuban and Spanish literature, both official and non-official. There is an author index of 35 pages. R. F. F.

Population and Migration

In Freedom's Birthplace. A Study of the Boston Negroes. By JOHN DANIELS. (Boston: Houghton Mifflin Company. 1914. Pp. 479. \$1.50.)

The experience of the author while holder of the South End House Fellowship in Harvard University, has led him to make this study. The historical account of the growth of the negro population is concerned largely with the abolition struggle and the Civil War and Reconstruction period and contains little that is not already common knowledge. Note is made of the reaction in Boston's attitude toward the negro such as to amount to a practical acceptance "of the South's anthropological theory with respect to the race." At the same time, there has been a general endorsement of Booker Washington's point of view with regard to the negro's status and line of development.

There were in Boston proper, in 1910, 13,564 negroes and 23,115 in greater Boston. The proportion of negroes in the population of Boston proper has been uniformly two per cent for the past twenty years. The increase in population has been thus far entirely by immigration. Although there have been negroes in Boston since the earliest colonial days, yet "a native stock has as yet barely begun to get established." For the past fifty years the death-rate has been almost uniformly higher than the birth-rate. During the five-year period, 1905-1910, however, the average showed one point excess in the birth-rate. The author's conclusion is identical with that of other students of the Northern

negro, namely, that the negro population aside from immigration is barely holding its own. The causes of this high mortality are similar to those observed elsewhere, *viz.*, natural environmental conditions and economic and social vicissitudes.

The author might have added materially to the importance of his study of genetic aggregation had he presented data relative to the proportions of males and females in the negro population together with statistics showing the excess of births or deaths for sex and age classes. In other communities studied it has been found that the mortality among negro females under thirty years of age is much higher than that of males. Is this a local or a common phenomenon throughout the North? The author's final conclusion that we may look for a diminution in the death-rate and a substantial excess of births is based on a slender foundation. Judging from the facts and figures presented, there is little prospect that any substantial increase in population through genetic aggregation will result for a generation at least.

A few points only may be noted concerning the social organization and welfare. The economic position of the Boston negro is practically the same as in other parts of the North. Two thirds of the population are in the lowest occupation groups. The advance in the industrial scale has been constantly retarded by immigration from the South. In the intermediate group comprising those in high-grade manual and clerical positions there are many negroes of both sexes employed by both white and negro enterprisers. Negroes of recognized ability have little difficulty in obtaining high-grade employment. This situation is in contrast to that in many other Northern communities where it is practically impossible for a negro to find employment of a high grade except in municipal or federal offices. Negro professional and business men are plentiful, the professional men having clients in both races. The number of property owners is large, one negro out of every eight being either a property owner or a member of a property-owning family group.

The author is optimistic regarding the industrial future of the Boston negro. His conclusion is that "in the general lines of economic betterment" the negro is advancing. This is proved by his growing desire for industrial education and the increase in property ownership. The author is sure of this conclusion notwithstanding the statement made elsewhere regarding the parasitic nature of the negro, especially in the lower occupation groups.

Economic and social conditions have produced very distinct strata among the negroes. The representatives of the older Boston stock who at the same time possess superior cultural and economic attainments hold themselves aloof from the main body of their race. On the other hand, the main body of negroes are animated with a desire for race cohesion. Such a condition is a serious obstacle to race unity.

One would expect that in Boston the negro would be more largely an integral part of the general population and that there would be a greater degree of toleration and conscious sympathy in both racial elements of the population than anywhere else in the North, yet here also one finds the persistence of race animosity and prejudice. Probably race prejudice is not so great as in the Ohio Valley, for example, but yet this prejudice according to the author has increased rather than diminished during recent years. The author's notion is that race prejudice is largely based on a feeling of the negro's inferiority and that, therefore, this prejudice will be reduced in proportion as the negro's inferiority is reduced. He notes a counter tendency to race prejudice resulting from the increase of negroes with marked ability and the consequent recognition of that ability by white people.

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A History of Emigration from the United Kingdom to North America, 1753-1912. By STANLEY C. JOHNSON. London University Studies in Economics and Political Science, No. 34. (London: George Routledge and Sons. 1913. Pp. xvi, 387. 6s.)

After a general survey of British emigration, 1763-1912, ten more historical chapters follow whose headings are fairly indicative of their contents: Causes of Emigration, Unassisted and Assisted Emigration, the Transport of Emigrants, Immigration Restrictions, the Reception of Immigrants, the Destination of Immigrants, Land Systems Affecting Immigrants in North America (the last four mentioned deal with immigrant conditions in Canada and in the United States), Colonization Schemes, Emigration of Women and Emigration of Children. The first three of these will most interest the American reader.

The chapter on causes describes impressively the emigration-compelling poverty and the population pressure afflicting the